

THE Tuzla Times

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"The Wings of Task Force Eagle"

New 4100th Group (P) Commander arrives

by Capt. John Pope

4100th Group (P) Public Affairs

The 4100th Group (P) received a new group commander and a new vice group commander when Col. Paul R. "Badger" Cooper and Lt. Col. Bruce E. "Deputy Dog" Davis, stepped off a n aircraft Saturday.

Cooper, a command pilot in the Air Force Reserve with over 11,000 hours, comes from General Mitchell IAP ARS, Wis., where he was the 440th Airlift Wing Commander.

"I've been a base commander before, a wing commander, and a commander of a deployed unit in Desert Storm for six-and-a-half months -- which is why I volunteered to come here," he said. "Here you have a real opportunity to see the mission. Things are close enough you can see how your role affects the mission as a whole."

"I think the other neat thing about a deployed location is that it generates enthusiasm and the team effort. You end up with everyone working together. Back home there's a tendency to say 'that's not my job.' Here, people look at some sandbags, for example, and say 'we' need to fill the sandbags," he said.

According to Cooper, he's not a fan of too much paperwork and prefers the Air Force at its most basic level -- performing the mission.

"I'd like to eliminate as many extra meetings and as much paperwork as I can and let people do their jobs," he said

Cooper is also a fan of the Quality Air Force principles that encourage everyone to excel in and master their own function.

"I like to empower people and see them excel as much as they can. It allows them to mature. I'm not here to change the way you do business, though I'll be around asking questions. I'm here to support you," he said.

Copper emphasized that taking time off to rest and relax is important, to a point.

"My policy is to work hard and play hard," he said. "The worst thing we face here is boredom -- it makes time go that much slower."

Cooper is married to the former Katherine Vaughn of Marcus Hook, Pa. and has one daughter, Patricia. Over the course of his career, he has flown the C-130 E/H, the C-141 A/B and the KC-10A.

Davis, also a reserve officer, normally serves with the 53rd Weather Reconnaissance Squadron "Hurricane Hunters," Keesler AFB, Miss., where he specializes in flying into hurricanes.

"I came from the Hurricane Hunters. The hurricanes were becoming a little too benign, so I came to Tuzla," said Davis.



(U.S. Air Force image by Capt. John Pope)

Col. Paul R. Cooper, 4100th Group (P) Commander.

Davis spent the last year at the National War College at Washington D.C. During his career, he has been a T-37 instructor and has flown the C-141, the C-5 and the WC-130. He has a "beloved" wife, named Sandy, and five children.



(U.S. Air Force image by Capt. John Pope)

SSgt. Dennis Kamper enjoys the busy workload at Tuzla airfield

UK based controllers enjoyed time at Tuzla

by Capt. John Pope

4100th Group (P) Public Affairs

At a deployed location like Tuzla AB, everyone seems just a little busier than they would be back home. The unit is just a little smaller and the mission is just a little more urgent.

Case in point, the air traffic controllers here at the 4100th Group (P). Though every air field in USAFE is busy, the tower at Tuzla AB is among the busiest. The controllers work long days and nights to land and launch a mixture of fixed-wing and helicopter traffic.

But as busy as they are, they seem to love the workload here at Tuzla. With 6,097 air traffic control movements, the Tuzla Tower was the busiest in USAFE for the month of June.

"If I was allowed to pick something to do with my career, this would be it; this is what my experience brings me to," said SSgt. Dennis C. Kamper, 4100th Group (P) Tower Watch Supervisor.

Kamper, deployed from 100th Operations Support Squadron, is one of four controllers preparing to return to RAF Mildenhall and RAF Lakenheath. Though he looks forward to going home, he says he'll miss some things about Tuzla; things like working in a small unit.

"I feel like I know just about everybody I walk by," he said.

He also likes working the traffic

"It's a little confusing at times, but it doesn't feel busy," he said. "You come in, do your shift and go home. It's what we're trained to do."

SrA. Christopher

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Task Force Eagle Scoreboard



Scheduled:	3,210
Total Flown:	2,642
PAX:	18,277
Cargo (Short Tons):	22,790
Vehicles:	1,273

Fire Extinguishers -- "The Old Reliable"

by SSgt Gifton A. Lawrence, Jr.
4100th Group (P) Fire Protection Crew Chief

The portable fire extinguisher is the first line of defense on small, incipient fires. For this reason, portable fire extinguishers should be located in all living facilities and work areas. But having an extinguisher in these areas is not enough; it's up to the user to know its operation and limitations.

There are four classes of fires; class A = ordinary combustible, class B = flammable liquids, class C = electrical and class D = metals. Along with the separate classes of fires, there are separate extinguishers specifically designed to combat each of them. Of the different types of extinguishers, the "Dry Chemical," which can be used to combat types A, B and C fires, is the most common type in use today and the one most likely to be found in Tent City.

Fire extinguishers must be inspected on a regular basis to ensure their operability. Normally, this is done by the building custodian.

People generally associate the word "inspection" with a tedious and time consuming task. But a good inspection of an extinguisher

only takes a few seconds; roughly the same amount of time it takes to prepare a cup of coffee. The following procedures should be part of every fire extinguisher inspection:

- Check to ensure it is in a proper location and is accessible.
- Check the hose for cracks or obstructions.
- Check to ensure the operating instructions on the extinguisher nameplate is legible.

- Check the lock pin and tamper seal to ensure the extinguisher has not been tampered with.

- Check the pressure gage to ensure that the extinguisher is fully charged.

- Check the overall condition of the cylinder.

If you find any discrepancies, contact the fire department for a replacement.



(U.S. Air Force image by Capt. John Pope)

Maj. Gen. Michael C. Short (right), Headquarters USAF Director of Operations, chats with TSgt. Donald Smith during his visit to Tuzla AB.

If you have any questions concerning fire extinguishers or fires in the work and living area, please feel free to contact the 4100th Group (P) Fire Department at DSN Ext. 115, MSC 558-5777, or channel # 3 on the Saber radios.

For emergencies, dial Ext. 111. Whatever circumstance exist, "If in doubt, back out."

Authorized vehicles only on the flightline, please

by TSgt. Mark "Pop Tart" Tartt
4100th Group (P) Base Operations

The following article, I hope, will enlighten new and old timers alike on the do's and don'ts when operating on the flight line area here at Tuzla. The only personnel authorized to access the flight line area are those directly supporting flight line activities.

When operating in the main ramp area, be extremely cautious of people operating heavy machinery. Beware -- they will "pack, stack and ship" you in one breath.

The Charlie ramp is another area that has been brought to my attention. There have been numerous near misses because of people and vehicles entering this area without proper clearance. To get clearance across this area, contact tower via channel 2 and state your intentions; for example, say "Tower-Poptart requests access from Main Ramp to Clam Shell via Charlie ramp and parallel taxiway." The tower will respond "approved report when

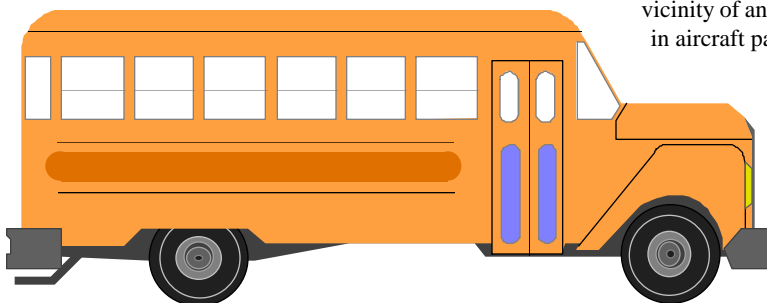
clear" when it's safe for you to cross. This area can be extremely hazardous due to the number of aircraft being marshaled, serviced, loaded and unloaded. Whenever possible, use the alternate entry point at the tower road.

Now for all you "Mario Andretti want-ta-bees," the speed limits on the flight line are for everyone's safety and are necessary to avoid vehicle and aircraft accidents/incidents. Speed limits in the vicinity of any aircraft is 5 mph. They're 15 mph in aircraft parking areas or taxiways. Knowing

the speed limit goes hand-in-hand with safe distances and practices when operating vehicles near aircraft. Here at Tuzla Air Base, we do not drive closer than 200 ft. (300 ft. if large frame) from the rear of a aircraft with engines running or about to be started. Also, stay a minimum of 300 ft. from the front of a taxiing aircraft

and never cross between the "Follow Me" vehicle and a taxiing aircraft.

If you have any questions please stop by and see me at the tower or call at Ext. 110.



THE Tuzla Times

Published for the men and women of the 4100th Group (P)

"The Wings of Task Force Eagle"

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Editorial Staff

Col. Paul R. Cooper
4100th Group (P) Commander
Capt. John Pope
Public Affairs Chief
SrA. Tom Haerr
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SrA. Christopher Southard

*4100th Operations Squadron
Airfield Operations Flight*

Hometown: Dallas, Texas

Age: 31

Specialty: Air Traffic Control, Tower

Home Unit: 48th Operations Support Squadron, RAF Lakenheath

Time in service: 8 years

Time at Tuzla: 116 days

Deployed mission: Separating rotary and fixed-wing aircraft as an air traffic controller at Tuzla AB.

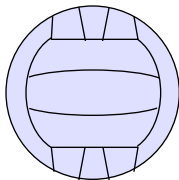
Hobbies:
Volleyball

Where do you see yourself in 10 years?

Educated and in the civilian sector.

What do you like most about Tuzla?
The people that make this assignment.

What do you like the least? I miss beer and regular food. The close living quarters and limited morale calls make this deployment challenging.



by SrA. Brian
Longstreth
4100th Group (P)
Security Manager

Computer passwords, if left unprotected and read by the wrong person, can present unique problems to our overall security.

The advent of computer technology has made us rely on passwords more and more. We use them to protect both classified and unclassified information, up to the approved level of security for the computer we're using at the time.

All the information we process, however, needs the minimal level of protection provided by a password. Without it, any old 'Joe' can easily access our unclassified, classified, Privacy Act, sensitive, or anything other information we may have stored on the hard drive. Do you really want "Joe" to have free run at all your personal information? Probably not. This is why we set guidance on the protection and usage of passwords. Here are a few guidelines on the usage and protection of your password:

- Never tell anyone your password. Do you want someone to send the commander nastygrams with your login or e-mail address attached?
- Never write your password down. Don't



keep it in your wallet, your desk drawer, or on a sticky note attached to your monitor. Don't laugh...I've seen it at other bases.

- Don't choose a password that is easily linked to you. That is, don't use your wife's name, kid's name, birth dates, anniversary dates, etc. Also, don't choose something lazy like "11111" -- get the picture.

- Protect the monitor screen as you're typing the password in or sit with your back to everyone else.

- Change your password on a regular basis. Your password should be kept no longer than 60 days and should also be changed if it is compromised or suspected to have been compromised.

These are a just a few tips that will help keep the integrity of our computer systems intact and free from malicious usage.

If you have any questions at all about password security or security in general, give me a call at Ext. 143 and we'll find you an answer.

Remember -- think good security and you will have good security.

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Southard, another tower controller, agrees that there are some things he'll miss about the deployed mission when he leaves.

"It's totally different (from RAF Lakenheath)," said Southard, who is deployed from the 48th Operations Support Squadron. "I worked F-15s at home and helicopters here. Dealing with the

Army is different than working with the Air Force. It feels like you're part of something larger."

Other controllers departing for their home bases in England this month include SrA. Lonnie Everhart SSgt. Michael Sands, a Radar Approach Control (RAPCON) Controller. Both are deployed from the 48th OSS at RAF Lakenheath.



(U.S. Air Force image by Capt. John Pope)

One more time

Four 4100th Group (P) member-- MSgt. Terry Speer, SSgt. Mark Kosanko, SrA. Maurice Hill and SrA. Nicholas Ditondo -- took the oath to reenlist one more time last week.

